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REPORT NO.
50X1

COUNTRY Czechoslovakia 50X1
SUBJECT AOB of the 5th & 8th Fighter Divisions,
Line (Dobruška) Airfield

DATE DISTR. 16 March '54
NO. OF PAGES 2

50X1 DATE OF INFORMATION
PLACE ACQUIRED

REFERENCES:

THIS IS UNEVALUATED INFORMATION 50X1

I. IDENTIFICATION DATA:

Reference to Pt. 10, Encl. #1, which identifies Line Military 50X1
Airfield where the 5th and the 8th Fighter Regiments of the 3rd Air
Fighter Division were located.

II. THE 5TH AND 8TH FIGHTER REGIMENTS:

Source was unable to give any historical data concerning the formation
of the two fighter regiments. The structure of the regiments was
the same as that of the 16th described in 50X1

50X1 A. The 5th Air Fighter Regiment consisted of two complete squadrons,
one and two. The third one was still in the process of being organi-
zed The 5th Air Fighter Regiment
had the following aircraft 50X1
the number of the aircraft

- 30 or more S-102's (MIG-15's)
- 1 CS-102 (CS stood for Cvicny Stihaci - training fighter) single engine
- 1 C-106 (C stood for Cvicny - training) two seat
- 1 C-11
- 4 or more S-103's or so-called BIS, all weather aircraft
(Report on BIS aircraft follows.)

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B. Personnel of the 5th Fighter Regiment:

Pilots	35 or more
Mechanics	73
Gunners	21
Aircraft electricians	21
Radio mechanics	10
Flight technicians	25
Parachute riggers	2
Oxygen mechanics	3
Clerical help	20

C. The 8th Fighter Regiment had two complete squadrons, the third was being organized. The commanding officer was Capt. BECKOVSKY, nickname, Golemo. [redacted] the personnel strength was about the same as in the 5th Fighter Regiment. The following aircraft was reported by Source for the 5th Fighter Regiment:

33 S-102's (or MIG-15's)
 4 S-103's (or so-called BIS)
 1 CS-102
 1 C-106
 2 C-11

D. Night Alert:

The 5th and the 8th Air Fighter Regiments had a stand-by night alert unit. The following aircraft was used: either one S-102 and one S-103 or two S-103's. The night alert began at dusk and ended at dawn. The unit was in direct radio contact with operations in division headquarters. The commanding officer of the alert unit was also the commanding officer of the entire alert. Source stated that the S-103 or the so-called BIS aircraft performed OSP flights (OSP was some Russian abbreviation unknown to Source), which meant all-weather flying. [redacted] practically all pilots 50X1 in the 5th and the 8th Fighter Regiments were capable of making the OSP flights. He had no further information.

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